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Commonwealth Edison Company

ONE FIRST NATIONAL PLAZA ★ CHICAGO, ILLINOIS

Address Reply to:

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Dresden Nuclear Power Station
E. R. #1
Morris, Illinois 60450
June 8, 1970

Dr. Peter A. Morris
Director Division of Reactor Licensing
U. S. Atomic Energy Commission
Washington, D. C. 20545

SUBJECT: LICENSE DPR-19, DRESDEN NUCLEAR POWER STATION UNIT #2, SECTION 6.6.C OF THE TECHNICAL SPECIFICATION.

Dear Dr. Morris:

This is to report a condition relating to the operation of the station, which during a surveillance test of the electromatic relief valves serving the automatic blowdown system, one of the five electromatic relief valves (2C) failed to open.

Problem, Investigation and Corrective Action

The problem was discovered at 1:30 a.m. on May 29, 1970 during surveillance testing as required by section 4.5.C.2 of the Technical Specification. As reported in our letter to you dated June 2, 1970, the HPCI system was taken out of service at 12:50 a.m. on May 29, 1970. Load reduction was initiated in preparation for orderly plant shutdown and an evaluation of the situation was made, which indicated that the relief valve solenoid-operated pilot was opening, but not sufficiently to actuate the relief valve. Plans were made for drywell entry at low power to check the pilot valve stroke and make adjustments. This was done. At 3:00 p.m. the relief valve was operated satisfactorily. Daily surveillance testing following restoration of the system to operational status showed that the system has remained fully operational.

The problem was similar to the 2D valve failure to operate as reported in our letter of May 22, 1970, except for the adjustment that was required. The 2D valve required repositioning of the actuating roller on the solenoid linkage, whereas the 2C valve required adjustment of the linkage adjustment nut (one turn) on the pilot valve stem. The problem with 2D valve was discovered during the first hot operation of the valve during the startup tests and because all others operated satisfactorily it was considered at that time that proper adjustments did exist on all valves.

IS/OR/Staff 7/13/70
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As a result of the second failure to operate, pilot valve stroke will be checked on all five valves as a check against manufacturer's recommendations and a comparison made between each valve.

A review of the situation has been made by the Station Review Board which concurred that the Technical Specification requirements were met and that the corrective action is appropriate.

Sincerely,

H K Hoyt
H. K. Hoyt

HKH:GLR:sjb